

POPE COMPANY ONE OF PIONEERS IN CITY

T. Browning Spence Heads Concern That Handles Five Makes of Cars.

Five different makes of cars comprise the line carried by the Pope Automobile Company of Washington. T. Browning Spence is president of the company, which has the distinction of being one of the oldest automobile establishments in this city. A well-equipped garage and repair shop are maintained in connection with the large showroom at 817-819 Fourteenth street. The cars handled are the Pope, Hartford, Everett, Matheson, Oakland, and Columbus electric.

In the Pope-Hartford cars for 1911 a general rearrangement of the motor accessories is to be found. The cylinder dimensions are changed from 4 1/2 to 5 1/2 inches in 4 1/2 by 5 1/2. The pistons are larger, compression grease cups are fitted to the rocker arm bearings, ball joints are provided at the upper ends of the push rods, and the rocker arms are of heavier construction.

Ignition is by means of an improved Bosch dual system, with a combination coil and switch passing through the dash, and the cylinders are tapped for two sets of plugs, so that double ignition may be used if desired. The magneto is now at the right front end of the motor in a most accessible position and driven off a transverse shaft and worm gears from the shaft on the left side of the motor that drives the water pump and mechanical oiler. The carburetor is also shifted to the right side.

Six Styles of Bodies.

Satisfied with the chassis brought out last year, the Metzger Motor Car Company has devoted its time to fitting out its line by equipping the car with six distinct styles of bodies, taking in the popular ideas ranging from a roadster to a four-door touring car, and also including the light delivery wagon. A feature of the Everett idea of the four-door construction is the fact that everything is inclosed and the only thing shown outside of the car is the door handle.

Several Matheson changes have been made, one being a new coupling between the clutch and gearshift, which carries a ball bearing intended to steady the rear end of the clutchshaft, as well as taking the thrust of the clutch spring. This bearing is carried on a transverse shaft across member of the frame. The universal joint construction is squared and slides in a square hole in the coupling, thus providing a slip joint. A universal type of coupling has also been fitted in the pump shaft. A V-section design of fan belt is added.

Four Changes in Oakland.

There are but few mechanical changes to be found in the Oakland cars for 1911. On the forty-horsepower motor the magneto is set vertically, and the cylinders and motor parts are polished and refined in detail.

In looking over the Columbus electric one discovers something different in that the driving chains are enclosed, something like the gearcase that is used on a bicycle, which keeps the chains well lubricated and free from dirt and grit. The Columbus is of the shaft-drive type, which, with the inclosed chains, are new ideas for this year. The Columbus uses the standard type of controller, giving six speeds and offering a range of speed from five to twenty-two miles an hour. There are two chassis in the line.

Rules Always Observed By Practical Motorists

A practical motorist gives this good advice to those who drive their own cars:

Before leaving the garage the matter of gas supply, filled and well-trimmed lamps, water in the radiator, and lubrication should be looked into and known to be in good condition. The tool kit should be well stocked, the tires should be examined to see that no tacks, nails, pieces of wire, or other undesirable materials are attached thereto; the extra tire in position, an inner tube aboard to meet possible tire trouble, and the tire pump in good working condition and in place. The storage battery should be properly charged, the car properly cleaned and polished, any slight adjustments to machinery or brakes made, loose wire connections and loose bolts and nuts taken care of.

BUICK COMPANY WELL EQUIPPED

Concern Rapidly Forging Ahead Under Direction of T. S. Johnston—Automatic High-Speed Clutch Re-leaser Added to Machine.

Under the management of T. S. Johnston, captain of the Automobile Club of Washington, and one of the best known automobile men in the Eastern part of the country, the Washington branch of the Buick Motor Company has come to the front with rapid strides during the last year. The branch store is located at 1028 Connecticut avenue, the salesroom being one of the best equipped in this city. In addition, the company maintains a maintenance department at 1139 Seventeenth street northwest.

A large force of skilled repair men is on duty at all times and every effort is made to cater to the wants of Buick owners. A large stock of parts is kept on hand and Manager Johnston makes it

a point to see that every Buick owner in Washington is satisfied with the running of his car.

The characteristic mechanical feature of the Buick cars remains unchanged for the coming season, except that an automatic high-speed clutch re-leaser is fitted to the models having the two-speed planetary gear-sets, practically all wheelbases are changed, the full-elliptic rear springs on the larger models have given way to semi-elliptics, wheel dimensions of the larger models have been increased from 34 1/2 to 36 1/2 inches, there are changes in the carburetor and magneto equipment, and a new chassis model is brought out which is equipped with a 4-inch square motor. The features of the new model are a regular Buick valve-in-the-head type of motor; power is transmitted through a multiple-disk clutch.

CADILLAC POPULAR AMONG MOTORISTS

Cook & Stoddard Company Also Display Two Other Leaders.

Established in 1904, the Cook & Stoddard Company from its inception has occupied a position of importance in the automobile world of Washington. The company, of which J. M. Stoddard is the moving spirit, has a large and well-appointed salesroom at 1133 H street northwest, where Cadillac, Baker electric, and Pierce-Arrow automobiles are on display.

The Cadillac has always been popular in this city. Many refinements in details are to be seen on the 1911 models. The cylinders have an increase in diameter, so that the dimensions now are four and one-half inches square. The crank shaft has been increased in diameter, while the bearing surfaces have been made longer and increased in area. The brakes are larger, new equalizers are employed, and the general design has been improved, so that only a slight pressure on the pedal or lever is required to operate them.

In the Pierce-Arrow six-cylinder line several changes have been made. All motors are now fitted with the Pierce-Made power air-pump for inflating the tires. A priming system has been fitted to the motor by means of which gasoline can be sprayed by a pump on the dash into the intake manifold to facilitate starting. The brake diameters on all models have been increased. In the limousine an automatic telephone has taken the place of the cumbersome speaking tube.

Bevel gearshaft drive is a feature of the Baker electric this year, as it was last, while another talking point is the wide range of choice in body styles, including coupes, broughams, runabouts, and victorias. The controller is of the drum type, giving six speeds forward and three reverse, and a safety device to prevent accidental slipping into reverse and shutting off power. The mechanical lock enables the owner to safeguard his car against theft by unauthorized persons.

Continuous Running of Motor Is Injurious

It is bad practice to sit in a car and allow the motor to run for an indefinite period. Stop the motor and start it when ready to go, thereby saving the gasoline and oil, besides unnecessary wear and tear on the motor.

FUTURE IS GREAT FOR MOTOR CARS

President of E-M-F Company Says Industry Is in Infancy.

Walter E. Flanders, president and general manager of the E-M-F Company, makers of the E-M-F "30" and Flanders "20" cars, is an out-and-out optimist and makes the statement that it is his belief that the surface has only been scratched, so far as automobile production is concerned.

"When the farmers and people of the remote sections fully awaken to the wonderful possibilities of the automobile for utility purposes," says Mr. Flanders, "then this great industry will develop with even more rapidity than in the past. There is practically no end, so far as I can see, to the future use of the motor car."

"The pleasure end of the industry is insignificant when compared to the utility purposes to which the automobile may be applied. Motor cars are being purchased not only for pleasure but for business purposes. Merchants, real estate dealers, physicians, and other business and professional men have learned the time, labor, and money saving qualities of the automobile. The car is used through the day for utility purposes and after business hours for pleasure. When you hear a pessimist say that the motor car industry has reached its limit then you may know that that man knows naught of the industry's future."

Position in Handling The Car Is Important

It is an interesting fact that many owners of automobiles do not assume an easy position in handling their car. The correct way to hold the steering wheel of a motor car is that way which enables the driver to make any ordinary turn in either direction without removing his hands from the wheel, which permits easy access to the engine control levers, and which at the same time is most comfortable.

There is absolutely no correct position for the hands on the steering wheel of an automobile that is adaptable to all drivers and cars; for there are so many varieties in the sizes and positions of the steering and engine control mechanisms, and so much difference in the sizes and dispositions of drivers.

When a good driver gets into a car and takes hold of the steering wheel he assumes the correct position and hold upon the wheel instinctively. Put him on another car and in the same way he will assume, without a moment's hesitation and hold of the wheel, which will be, nevertheless, equally correct.

Cars Exhibited at Show

Pierce-Arrow. Cadillac. Baker. Ford. Velo. Owen. Overland. Oldsmobile. E-M-F. Flanders. Studebaker. Maxwell. Columbia. Chalmers. Peerless. Stevens-Duryea. Hupmobile. Pope-Hartford. Matheson. Everett. Columbus electric. Oakland. Washington. G. J. G. Moon. Detroit electric. Regal.	Apperson. Buick. Wells. Cutting. Reo. Woods electric. Amplex. Cole. Kitt. Lion. Schacht. Stoddard-Dayton. Rambler. McIntyre. Moline. Fiske-Detroit. White. Rauch and Lang electric. Pullman. Bergdoll. Warren-Detroit. Marion. Thomas. Franklin. Inter-State. Locomobile.
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LARGE EXHIBIT FOR BERGDOLL COMPANY

"Backed by Millions" Is Slogan of This Motor Car Concern.

"Backed by millions" is the slogan of the Louis J. Bergdoll Motor Company, represented in this city by the Bergdoll Sales Agency, located at 1222 H street northwest. A large exhibit of Bergdoll cars will be made at the automobile show this week.

The line includes two types of runabouts, touring cars, fore-door coupes, limousine, landaulet, taxicab, and what is known as the Colonial coupe, the latter a beautiful, commodious and comfortable town car, which is unique in many ways, and which will be made a specialty.

In all types of the Bergdoll car the power plant is the same. The motor is four-cylinder, cast en bloc, and the engine has a 4-inch bore by 4 1/2-inch stroke. The wheels are 34-inch artillery and the wheel base 115 inches. The transmission is selective, three speeds forward and one reverse.

His Failure.

"Do you know," he boasted, "I have been successful in everything I ever tried!"

"How remarkable," she yawned. "I wish sometime you'd try to interest me."

—Detroit Free Press.

NEW CENTURY TIRES ARE MADE BY HAND

Company Offers "Custom Work" as Feature in Automobile Business.

Appreciating the fact that in automobile tires, as in clothing, shoes, or anything else, a higher-grade product can be turned out when the necessary time and care are put into the work, a new concern, the Century Tire Company, has been formed with an idea of making a radical departure in automobile tire making, the feature being hand-made tires.

In other words, the Century Tire Company offers to tire users what in other lines of business is known as custom work. In this respect Century tires are different from any other make of tires on the market. They are constructed on a principle that obtains maximum mileage and eliminates tire troubles.

To show that a much better tire could be made with the best materials and the necessary care in construction, the first tire turned out under the new order of things was put to the test of actual road use. The first cost was slightly in advance of the market price of ordinary tires. But actual road use showed a reduction of 30 per cent in tire expense. The rear tires ran over 5,000 miles. The mileage for the front tires was 7,000 miles. This work decided the formation of a company to produce custom-made tires under that name. Their plant has been located at Plainfield, N. J., practically in the heart of the great automobile-using district of the United States.

Recognizing the great field Washington offers for the sale of high-grade, made-to-order automobiles, the Century Company has just established a branch house at Fourteenth and R streets, one of the most convenient spots in the automobile trade district of the city.

H. P. Renner is general manager, and F. L. Harvey-Cutter is assistant manager.

Luck.

"Well, I'm convinced that it's an ill wind that blows good to nobody."

"What has caused you to arrive at your present opinion?"

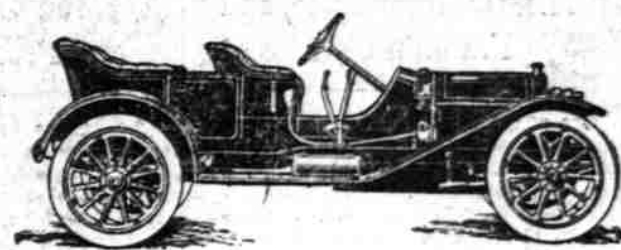
"You know the Billingers?"

"You mean Horace Billinger, who recently got so badly squeezed in the stock market?"

"Yes. You see we lived next door to the Billingers for a number of years. Since they have lost their money and been compelled to give up their automobiles and most of their servants, and in other ways get along on as little as possible, my wife has found that we can live on much less than it formerly cost us."—Chicago Record-Herald.

1911 Bergdoll \$1,500 Space 41 At the Show

Roadster
Toy Tonneau
Fore Door
Touring Car

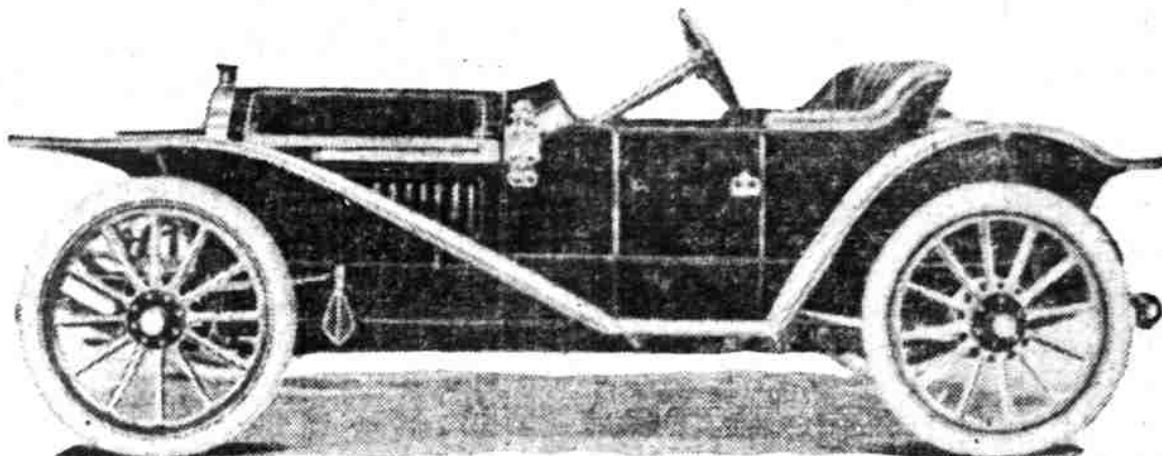


The Bergdoll "30" is the only popular-priced car on the market which embodies such high-class features as Continental quick detachable-demountable rims, Livingston cellular radiator, Atwater Kent uni-sparker, Schwartz artillery wheels, Bosch magneto, pressed steel rear axle housing, R. I. V. ball bearings throughout motor and transmission, Gray & Davis lamp equipment and Prest-o-lite tank, and sold with a warranty for a period of one year, covering material and workmanship of all parts of the car. This warranty covers springs.

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Regal THE REGAL LINE

Regal "20"\$900

Regal "30," 5-Passenger Open Type Body\$1,000.00	Regal "30," Demi-Tonneau Fore-Door Body\$1,050.00
Regal "30," 5-Passenger Fore-Door Body\$1,050.00	Regal "40," 7-Passenger Open Type Body\$1,600.00
Regal "30," Demi-Tonneau Open Type Body\$1,000.00	Regal "40," 7-Passenger Fore-Door Body\$1,650.00

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